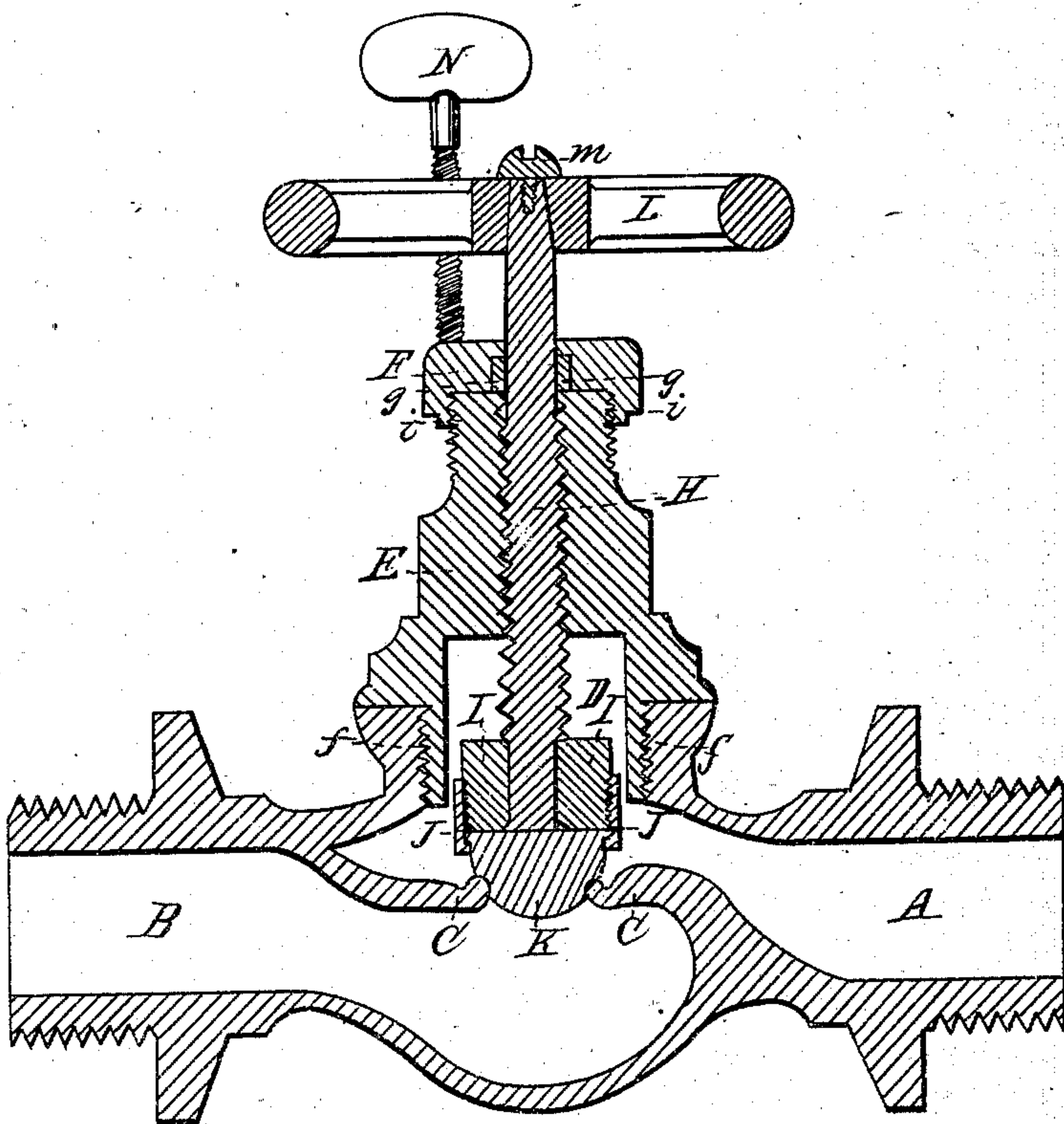


N. Jenkins.

Valve-Cock.

No 49,116.

Patented Aug. 1. 1865.



Witnesses:

N. Ames
Geo. H. Clarke

Inventor:

N. Jenkins

UNITED STATES PATENT OFFICE.

NATHANIEL JENKINS, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN VALVE-COCKS.

Specification forming part of Letters Patent No. 49,116, dated August 1, 1865.

To all whom it may concern:

Be it known that I, NATHANIEL JENKINS, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Valve-Cocks; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawing, forming a part of this specification.

The nature of my invention consists in the employment of an adjustable stop or regulator, in combination with the follower of a valve-cock, to prevent the packing from being injured by too much pressure, and to determine when sufficient pressure shall have been given to the same.

To enable others skilled in the art to make and use my improvement, I will now proceed to describe the construction and operation of the same.

The drawing represents a vertical central section through a valve provided with a hemispherical elastic packing and screw-follower. The packing may, however, be of any other suitable form in general use.

A is the inlet, C the valve-seat, and B the outlet.

D is the valve-chamber, whose cap E is confined to it by means of the screw *f*.

H is the follower, provided with a coarse screw-thread, which fits an internal screw in the center of the cap E.

L is the wheel, confined to the top of the follower H by means of the screw *m*.

K is the rubber or other suitable elastic packing, confined to the bottom of the swivel I by means of the thimble J, which has an internal flange overlapping a corresponding external flange on the upper or flat surface of said packing, as clearly shown in the drawing.

F is the top of the cap E, to which it is confined by means of the screw *i* inclosing the packing *g*.

N is a thumb-screw passing vertically through the wheel L, as shown in the drawing. When the valve K is forced down sufficiently tight upon its seat C, the said thumb-screw is screwed downward till its point strikes upon the top of the cap F. If the valve is now opened, the next time the follower is screwed down to close the same it cannot be forced any farther than it was before, being prevented by the point of the screw N striking, as before, on the top of the cap F. Thus the thumb-screw N becomes an adjustable guide to show when the valve is properly closed, and a regulator to prevent the same from ever being injured or spoiled by too great pressure of the follower upon it.

The drawing represents only one method of applying the principle of my invention. It is obvious, however, that the adjustable stop or regulator may be applied in various other ways and accomplish the required result. For instance, an adjustable screw might enter the top of the cap F and project above the same, so as to come in contact with the under side of the wheel L; or there might be check-nuts on the follower itself, between the wheel L and cap F.

I do not therefore confine myself to any specific device; but

What I claim as new, and desire to secure by Letters Patent, is—

The employment of an adjustable stop or regulator, N, or its equivalent, in combination with the follower of a valve-cock, substantially as set forth, and for the purpose described.

NATHL. JENKINS.

Witnesses:

GEO. H. CLARKE,

N. AMES: